

# CONTROL LINE COMPETITION NEWSLETTER

RACING - SPEED - COMBAT - STUNT - CARRIER      JUNE 2015



**Bob Kerr and Jeff Rein (MACA shirt) flying Speed Limit Combat at the Northwest Regionals in Roseburg, Oregon held over the Memorial Day weekend. The Roseburg Airport is a fantastic site with plenty of room for all events plus a camping area and hotels within walking distance.**





**October 18** Foxberg, Heavy Metal, Sportsman Clown Al Ferraro 908-256-4553

**November 1** Heavy Metal, Super Slow Rat, Fast Rat, Sportsman Clown  
SJAM Brian Silversmith 732-274-4961

**November 15** Foxberg, Sportsman Clown, NCLRA Clown (60 foot lines)  
SJAM Phil Valente 610-696-6469

**Link to Delphi Speed Forum:** <http://forums.delphiforums.com/flyfast/messages>

**Link to Stunthangar:** <http://stunthangar.com/smf/index.php?board=23.0>

**Link to kill time:** <http://www.flightradar24.com/SKW6211> Corrected address

**New Link:** [http://www.theaerosmith.com/index\\_1.html](http://www.theaerosmith.com/index_1.html) Bob Beecroft's site, be sure to  
look at Cool Coxes and Veco Series 100's

**Link to Club Tamaran:** Combat oriented but many useful items for Racing and Speed  
<http://www.clubtamaran.com/combate.htm>

**Link to Weather Underground:** <http://www.wunderground.com/>

**Link to Knights of the Round Circle:** <http://www.kotrc.org/>

**Link to McMaster-Carr:** <http://www.mcmaster.com/>

**Link to Irfanview, picture utility site:** <http://www.irfanview.com/>

## HOBBY SUPPLIERS

**Old Magazine Plans On CD** e-mail Tom Wilk at: [tawilk636@live.com](mailto:tawilk636@live.com)

If he doesn't have it, you probably don't need it.

**Eliminator Props:** <http://eliminatorprops.com/store/>

**Mike's Racing Products:** [Mike1north@talktalk.net](mailto:Mike1north@talktalk.net) (see June 2012 newsletter)



**OPS Engines America:** Bill Hughes [williamhughes4@att.net](mailto:williamhughes4@att.net)

**Engines/Parts** Prices start at around \$150.

**Marc Warwashana:** Don's wheels, fastfills, etc. [whellieman@gmail.com](mailto:whellieman@gmail.com)

**Paul Smit:** (filler valves, wheels, etc. see May 2012 newsletter) [2482@nokwi.co.za](mailto:2482@nokwi.co.za)

**Andrew Nugent:** [Andrew.n5@bigpond.com](mailto:Andrew.n5@bigpond.com)

(The May 2013 newsletter has an article on Andrew's services or just e-mail him)

**Brodak Manufacturing:** <http://www.brodak.com>

**Goodyear Plans: Doug Mayer:** [mayer@kmd-arch.com](mailto:mayer@kmd-arch.com)

**Fuel Shutoffs: Dale Long:** [DirtyDshutoffs@dslextreme.com](mailto:DirtyDshutoffs@dslextreme.com) Guaranteed to work!

**Adriano Molteni:** Ultra high quality flying lines, Nelson style plug, F2d models, props and mounts. [adrieanto@gmail.com](mailto:adrieanto@gmail.com)

**The Craftsman:** Stunt and Racing Engine Tuning (OS, S.T., Fox, K&B, Cox) Custom Kit Building - Ready to cover. Contact: **Jed Kusik** [jedeeflyer@aol.com](mailto:jedeeflyer@aol.com)

**Cox engines/parts and KK Specialty items:** Darrell Albert [RacerAlbert1@aol.com](mailto:RacerAlbert1@aol.com)

**Doctor Diesel (Eric Clutton) P.A.W. Diesels:** [www.cafes.net/doctordiesel](http://www.cafes.net/doctordiesel)  
[doctordiesel@cafes.net](mailto:doctordiesel@cafes.net)

**Streamer Shuttle:** <http://streamershuttle.blogspot.com>

**Fast Hippy Speed Products:** Tanks, torque units, titanium bell cranks, etc.  
Marty Higgs [ukiespeedman@hotmail.com](mailto:ukiespeedman@hotmail.com)

**Hobbypartz:** Cheap source for the ASP S15A which is legal for Sport Goodyear at the 2015 Nationals, now \$43.40. [www.hobbypartz.com](http://www.hobbypartz.com) Bill Bischoff sells a venturi and needle valve assembly for \$10.00 per item plus \$3.00 shipping, [billbisich@hotmail.com](mailto:billbisich@hotmail.com)

**ZZ Props:** Full line of quality Glass & Carbon Fiber props for Control Line Speed & Racing.  
Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-1057 24 Hour Phone  
[zzclspeed@aol.com](mailto:zzclspeed@aol.com)



**MBS Model Supply**

P.O. Box 282 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/> Phone: After 5:00p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042



**Frank Bowman:** Custom rings for old to modern engines. Old stock parts for some engines.

E-mail for a list: [Ringmaster46@msn.com](mailto:Ringmaster46@msn.com)

**John Newton Speed Products:** Fiber glass shells for B-C-D Speed. Aluminum wing skins. Newtron 21 Sport Speed kit. Props for D-Speed and many other items. Contact John on his cell phone: 909-720-1940

## Membership For Everyone



**National Control Line Racing Association:** <http://www.nclra.org/> Membership information and tons of other neat stuff that even non-members can look at. Membership is \$20 per year with an electronic newsletter (they actually send one out on a regular basis.... unlike some other newsletter). It's \$30 if you want a paper newsletter and live in the USA and \$35 for those living in the hinterlands.



**Navy Carrier Society:** <http://www.navycarriersociety.org/joinNCS.aspx>



**North American Speed Society:** <http://clspeed.com/membership> Membership is \$35 for USA and Canadian residents and \$45 international. PayPal OK





**MACA Miniature Aircraft Combat Association:** <http://www.macasite.org/>

Full membership is \$30.00 per year and \$5.00 each for additional family members.



**PAMPA Precision Aerobatics Model Pilots Association**

<http://www.pampacl.org/> Membership starts at \$35.00.



**Combat Flyers Association**

<http://combatflyers.co.uk/index.htm> Vintage and F2d Combat in the UK



**Academy of Model Aeronautics**

<http://www.modelaircraft.org/>



<http://modelaviation.com/margaretjune>

In depth Sport Goodyear Racer article by Bill Bischoff in the June issue of Model Aviation.



## 2015 National Championships In Muncie, Indiana

**Monday July 13** F2C, F2CN, and B/TR

**Tuesday July 14** Mouse I, Mouse II\*, and AMA Goodyear

**Wednesday July 15** NCLRA Clown, Sport Goodyear\*\*, and AMA Slow Rat

**Thursday July 16** AMA Rat, NCLRA Quickie Rat, and Super Slow Rat

\*Onboard spring starters allowed, no fuel restrictions

\*\*Dallas Rules Link: [http://www.dmaa-1902.org/Rules/Sportsman\\_Goodyear.pdf](http://www.dmaa-1902.org/Rules/Sportsman_Goodyear.pdf)



**World Cup F2ABCD + Support Events May 4-6 2016**

**Control Line World Championships F2ABCD May 7-13 2016**

<http://www.cl-wch2016per.org/>

**Perth, Australia**



**FAI World Air Games Dubai 2015 December 1-12 2015**

**F2d Combat!** <http://www.worldairgames.aero/news/sports-and-disciplines-selected-for-the-fai-world-air-games-dubai-2015-revealed.html> Apparently you have to be “invited”.



# DALLAS SPRING WARM-UP CONTEST

April 24-26 2015 Dallas, Texas Hobby Park by Patrick Hempel as posted on Stunthangar

Weather conditions: Friday, lots of rain. Saturday, 81F sunny, wind SW 5-15mph, more rain that night. Sunday, cloudy with some sun, 78F, wind NW 10-15mph. The field/grass was wet from rain with standing water and too muddy to get to the circles all weekend, so Carrier was called off.

## Mouse I

1 <sup>st</sup> John McCollum	4:49.34
2 <sup>nd</sup> Patrick Hempel	5:56.74
3 <sup>rd</sup> Mike Greb	21 laps

## Goldberg

1 <sup>st</sup> John McCollum	10:02.68
2 <sup>nd</sup> Patrick Hempel	10:24.56
3 <sup>rd</sup> Dale Gleason	10:53.18
4 <sup>th</sup> Stephen Jeansonne	120 laps

## Sport Goodyear

1 <sup>st</sup> Allen Deveuve	9:13.50
2 <sup>nd</sup> Bill Bischoff	10:17.50
3 <sup>rd</sup> Stephen Jeansonne	10:29.56
4 <sup>th</sup> Patrick Hempel	12:04.19
5 <sup>th</sup> Dale Gleason	38 laps

## Sport Jet

1 <sup>st</sup> Steve Perkins	151.33mph (NASS Regional Record)
2 <sup>nd</sup> Dave Layman	149.44mph
3 <sup>rd</sup> Patrick Hempel	148.21mph
4 <sup>th</sup> Stephen Jeansonne	112.17mph

## C-Speed

1 <sup>st</sup> Dave Layman	156.46 (NASS Regional Record)
-----------------------------	-------------------------------

## Jet Speed

1 <sup>st</sup> Patrick Hempel	188.80mph
2 <sup>nd</sup> Steve Perkins	186.84mph
3 <sup>rd</sup> Dave Layman	184.54mph

# TORONTO & DISTRICT RESULTS

## Saturday May 30, 2015

### Profile Scale

1. Dave Kelly, Stuka with an LA-46	170.50
2. Chris Brownhill, Glouster Gladiator with FP-40 also, North American T-6 Yale, 155.25	167.50
3. Chris Hubbard, Fairchild Cornell with LA-46	155.25
4. Gordon Gimbert, Blohn & Voss 141 with LA-46	133.50
5. Leonard Bourel, Mosquito with two Brodak .049's	118.00

Note: Windy weather held down scores, but didn't break anything.

### Old Time Stunt

1. Leonard Boruel	315.05
2. John McFayden	303.90
3. Dwayne Donnaly	289.85
4. Chris Brownhill	260.70
5. Doug Blackmore	166.70

### Speed Limit Combat

1. Brad LaPointe
2. Yaroslav Milkenov
3. Dimitre Valinkov
4. Vadim Polack

### LA 25 Sport Race

1. Steve Stefanovic
2. Lenny Bourel
3. Paul Smith
4. Chris Brownhill
5. Doug Blackmore

### Best 70 lap heat

4:00
4:20
4:26
4:28
4:35

### 140 lap final, three pit stops

9:06
9:36
9:51
-
-

Sunday events were cancelled due to bad weather.

# JIM MORWAY MEMORIAL CONTEST

## ROUGE PARK, DETROIT MAY 16-17 2015

### Speed Limit Combat

1. Brad LaPointe
2. Ron Colombo
3. Ed Brzys
4. Dave Hilton

### AMA 36 Slow Combat

1. Ron Colombo
2. Ed Brzys

### Brodak Foxberg 200 laps 3 pit stops

- |                             |         |
|-----------------------------|---------|
| 1. Paul Smith/Ed Brzys      | 14:01.2 |
| 2. Ken Towers/Brad LaPointe | 15:06.5 |

### LA 25 Sport Race

- |                             |         |
|-----------------------------|---------|
| 1. Paul Smith/Ron Colombo   | 9:34.9  |
| 2. Ken Towers/Brad LaPointe | 10:45.8 |

### Brodak Clown Race 7 1/2 minute race

- |                                |          |
|--------------------------------|----------|
| 1. Paul Smith/Ed Brzys         | 120 laps |
| 2. Marc Warwashana/Ron Colombo | 109 laps |
| 3. Ken Towers/Brad LaPointe    | 90 laps  |
| 4. Brad LaPointe/Paul Smith    | 90 laps  |

### AMA 36 Fast Combat

1. Ron Colombo
2. Ed Brzys

### Full Double Elimination F2d Combat

- |   |     |
|---|-----|
| 1. Yaroslav Milkanov                                      | 5-1 |
| 2. Ron Marchionni   | 3-2 |
| 3. Ivan MacKenzie, Max Svetlakov, Pat MacKenzie, Ed Brzys | 2-2 |
| 4. Ron Colombo  | 1-2 |
| 5. Brad LaPointe, Lou Scavone                             | 0-2 |



Brad LaPointe and Ron Marchionni



Ed Brzys and Marc Warwashana



Two great photos from Flying Lines. Lee Letchworth loses the handle at the recent Northwest Regionals but quickly grabs it in the correct orientation and finishes the match. A photo from an earlier contest shows Lee with a broken line (or two) and his opponent doing some “air flying”. The handle looks like one made by the late Bob Bearden in the early 80’s using the fold-up handle from a chemical container. Safety thong did its job.



Perfect safety record, 141-0. The H&R shutoff is available from Jeff Rein. Models for F2d, Fast Combat, Speed Limit, remote mount available too. Contact Jeff for availability and price: [jeffrey\\_a\\_rein@yahoo.com](mailto:jeffrey_a_rein@yahoo.com)



# Trivia Contest - Who can identify the following? Even bigger prizes than last time!

## The chart of the round times by team:

Albritton/Joy	DNF	4:49.3	4:41.4	5:09.9	4:37.0	4:53.0	Jolly/Kusik	4:33.6	4:33.3	4:20.0	4:32.8	4:56.2	4:31.0
					Avg. 4:47.9							Avg. 4:32.4	
Kloth/Connelly	DNF	5:37.0	5:36.8	DNF	7:09.6	6:03.1	Nelson/Ballard	DNF	4:44.7	5:46.1	5:17.8	4:34.2	4:29.7
					Avg. 6:16.6							Avg. 4:52.2	
Plaunt/Plaunt	4:34.0	4:35.8	4:41.8	4:38.9	4:39.0	4:38.9	Mogi/Doched	6:05.9	DNF	6:25.2	5:24.9	5:37.3	5:55.8
					Avg. 4:37.7							Avg. 5:53.2	
McMullin/McMullin	5:59.9	7:25.5	6:22.0	5:59.7	6:31.9	6:50.7	Wallace/Johnson	DNF	DNF	DNF	4:38.4	4:54.5	4:43.0
					Avg. 6:17.9								
Chinen/Wittkamp	DNF	DNF	DNF	—	—	—	Vansant/Vansant	DNF	DNF	6:12.8	5:57.6	DNF	6:07.8
Holiday/Hill	DNF	DNF	5:02.5	6:45.8	—	—	Dunkin/Wright	4:42.3	4:33.2	4:25.7	DNF	4:54.5	5:12.3
												Avg. 4:43.3	

Yeah, it's a F2C Team Trials but what year and where?



Where is Sharston M.A.C. located?



Name the engine.



**Speed Geezer** aka Ken Burdick Two pictures provided so you can ID him easily.

<http://flyinglines.org/kb.blondie.html>

<http://flyinglines.org/kb.la25rework.html>

<http://flyinglines.org/advanced%20rework.htm>

<http://flyinglines.org/kb.topgeezer.html>

<http://flyinglines.org/kb.speezer.html>

The above links are to some really interesting articles Ken has written for Flying Lines. The Flying Lines website is among the top modeling websites in the world, go to: <http://flyinglines.org/>

**Northwest Regionals Contest Report:** Great coverage on the Flying Lines website, here's the link:

<http://flyinglines.org/nwregionals.15.html> Thanks to the excellent report in Flying Lines on the Northwest Regionals your Editor was saved from more hours at the keyboard.



# AMA pilot receives prestigious Andrei Tupolev Aeromodelling Medal

Muncie, IN—The Academy of Model Aeronautics (AMA) is proud to announce that Carl Dodge of Richmond Heights, OH, has been awarded the Andrei Tupolev Aeromodelling Medal by the Fédération Aéronautique Internationale (FAI). Carl is the first American pilot to win the award, and the first AMA member to be recognized with this medal. The Andrei Tupolev Aeromodelling Medal was established in 1989. It may be awarded annually on recommendation by the FAI Aeromodelling Commission to any aeromodeler who in the same year won the FAI World Championship and the National Aeromodelling Championships (Nats) in the same class of models. It is donated annually by the NAC of Russia. Not more than one medal may be awarded each year. The FAI is the international body for all air sport international championships, competitions, and record-keeping. Carl was nominated for the award after winning the 2014 FAI World Championship for Control Line Model Aircraft held in Wloclawek, Poland, in August of 2014, and the 88th Nats for F2A Control Line Speed in Muncie, IN, in July 2014. Carl was named the winner of the medal during the FAI Commission Internationale Aeromodelling (CIAM) Plenary Meeting, held in Lusanne, Switzerland, on April 24, 2015. The AMA would like to congratulate Carl on this great achievement.

Read the full release: <http://www.modelaircraft.org/files/AMApilotreceivesAndreiTupolevAeromodellingMedal.pdf>



Above—US's Dodge in Pylon in speed run.





Alex Valishev, Carl Dodge, and Bill Hughes WC Poland 2014

# CARL DODGE

# F2A WORLD CHAMPION

## **An open letter to the at-large F2C community- competitors, organizers, legislators, and equipment manufacturers**

**From Walt Perkins- retired F2C competitor and equipment manufacturer**

For some months I have been in out-spoken personal discussions about the current state of F2C, the methods to focus attention on the two serious issues threatening the event, and potential remedies for the issues. Lately, there is tangible evidence others are worried about exactly the same things. F2 leadership has asked me to summarize my thoughts so the active F2C community can have a common basis for democratically deciding the future of F2C.

The two threatening issues are F2C Noise Reduction and Declining F2C Participation.

### **F2C Noise Reduction**

First things first: the **noise reduction** initiatives of the past six years have diverted attention from the much more serious issue of **declining F2C participation** and threaten to add additional complication and cost to the event for no practical benefit. When the FAI requested an investigation into model noise reduction for the nebulous benefit of being “good citizens” no one thought, or had the courage, to ask a simple question: “What is the actual problem that F2C noise reduction will solve?” Initially, there was a vague theory that noise was threatening F2C flying sites but no data was available to justify that argument. An independent survey of present and past F2C flying sites proved that conclusion was overwhelmingly incorrect. Over 180 world-wide F2C sites reported two things: 1) what few sites have been lost, historically, was due to escalating land values and urban development (not noise) and 2) no present sites are actually in danger of being lost to noise.

The previous F2 leadership did not recognize that potential F2C site loss would always be a local issue, for local modelers to solve, and instead pursued a plan for silencer use as the universal cure they felt was mandated by the FAI. Eventually, the F2 leadership was replaced and their silencer plan was challenged, scrapped, and replaced by an elaborate scheme that includes the 3 mm venturi and years of more investigation until a final solution is found (for a still undefined problem).

Meanwhile, another justification for F2C noise reduction has surfaced: that F2C noise is a health issue. Hearing loss due to accumulated exposure to high noise level is a real health concern although no one knows how much “accumulated exposure” or “high noise”, with respect to F2C, will result in hearing loss. Certainly, enough exposure to F2C noise can lead to hearing loss- the same as working in a loud manufacturing environment, riding a loud motorcycle, operating a food processor at home, or attending rock concerts. Actually, we should accept the fact that exposure to any running F2C engine is a risk and we should act decisively with a simple solution.

Getting to the point, I would like to propose two things to permanently solve the F2C noise reduction issues:

First, seize the high ground and show the FAI we can be ‘good citizens’ by immediately instituting a **safety-related** rule that requires all F2C competitors, helpers, organizers, judges, and other officials wear hearing protection (foam ear plugs or headsets) at F2C sites when engines are likely to be running. Next, require contest organizer to post suitable warning placards around the perimeter of the F2C site to inform spectators of the hearing loss danger and encourage them to wear hearing protection. Finally, require contest organizers to sell foam ear plugs at contests for a nominal cost.

Second, F2 leadership should re-validate the F2C flying site survey and work hard to fill in any know sites that are not presently listed. Then use that firm and extensive data to build an undeniable case that the original direction from the FAI, for an investigation into F2C noise, is complete and it shows that **F2C does not need noise reduction** because: It is flown in isolated locations, not subject to noise restrictions, and often in the presence of normally elevated ambient noise.

It is flown infrequently, at low altitude, and surrounding structures or vegetation naturally attenuate the noise, and participants are aware of the hearing loss danger and are accustomed to using hearing protection (and are required to use it at contests).

Third, politely deliver the message that F2C declines the need to universally reduce noise.

Forever.

Then we can stop the diversionary concern for noise: no more 3 mm venturis, no expensive and complicated engine modifications to compensate for the restriction of 3 mm venturis, no more protracted noise measurements and analyses, and no legislated silencers.

### **Declining F2C Participation**

First, we need to all agree declining F2C participation is **real**. Can we agree on that?

If we answer “Yes”, then can we next agree this real problem can only be caused by some combination of:

- Current model speeds,
- Event complexity, and
- The high cost of participation

If we can answer “Yes” again then I don’t think there should be much argument against the need to consider changes to address one or all of the above causes to make our event more desirable again.

However, before we start that discussion I must request you keep an open mind and put aside the ‘sacred cow’ beliefs (such as “that’s the way it has always been done and I don’t want to change anything.”) and selfishness (like “I’ve figured out this secret thing to go faster and I don’t want to lose my advantage.”).

If you need convincing these three contributing issues could need some modifications please consider this.

Remember back, a few years or decades, when you started racing the F2C event- when things were incrementally simpler- and be honest:

- Was F2C challenging?
- Was F2C fun?
- Was F2C raced at lower speeds, was it less complex, and did it cost less to participate?

When I started my F2C career (1960) there were no commercial models to buy, 10 cc metal tanks and 2 wheel landing gears were the norm, fuel was a universally simple 4-ingredient formula, models (all made by the entrants) and props were all wood (no composite materials available), there were no shut-offs, single-model entries were common, wing and stabilizer was the only model configuration, and top model speed was around 24 sec/10 laps. F2C was a great event, popular, and very challenging- all for less than a \$100 investment (\$788.53 in today’s money).

From that time, and with surprisingly few core rule changes, F2C has been continually developed by the participants- all looking for a competitive advantage to reduce race times. So, now we have fuel chemistry-adjustable pressurized re-fueling systems, all-composite molded commercially available models and props, integrated 7 cc plastic and aluminum fuel tanks / multi-function re-fuelling / engine-priming / shut-off valves, titanium retracting landing gear systems, highly complex multi-ingredient custom fuel formulations (that are potentially toxic), only flying wing model configuration models, 3-model contest entries, and top racing speeds in the vicinity of 16 sec/10 laps- all for a minimum \$10,000 investment.

Well, that's racing! Yes, it is but, aside from the momentary competitive advantages offered by these developments, is F2C 'better' today than it was at any time in its existence? When everyone has access to the same equipment? When the racing speed and cost of entry intimidate potential young entrants (cost and speed) and excludes senior entrants (can afford the cost but can't keep up with the speed)?

Today's F2C is different but is it healthier?

Well, I don't think the current situation of declining participation is healthy for F2C and I hope you can objectively agree (remember- no sacred cows or selfish interest).

## **Solutions**

The list of remedies is long, varied, and open to considerable debate. I'll try to catalog them to hasten the conversation (others can add what I miss):

Models: unrestricted (home-made or commercial) (current) or home-made only, wood only (no composites) or unrestricted construction materials (current), current size or 1.5x current size or 2x current size, unrestricted model configuration (current) or wing and stabilizer only, minimum one wheel (current) or two wheels only, unrestricted landing gear system (current) or fixed gear only

Fuel and fuelling systems: standard fuel formula or unrestricted formula (current), pressurized refueling canisters (current) or 'squash bottles' (not pre-pressurized), 7 cc (current) or 10 cc, shut-offs (current) or no shut-offs, metal tanks only or unrestricted materials (current)

Props: prohibited metal (current) or wood only, modified or un-modified commercially available (current), minimum diameter or unrestricted diameter(current), 2-blades only or unrestricted number of blades (current)

Engine: 2.5 cc (current) or smaller displacement, normally aspirated (current) or pressurized (supercharged or turbocharged), aluminum crankcase/piston/ cylinder material or unrestricted (current), commercially sourced only or unrestricted (current), unrestricted exhaust system (current) or open exhaust only, specified maximum venture size (current) or unrestricted

Event: 3 model entry (current) or less, random pit selection draw (current) or legislated first/second/third pit selection for qualifying races, unrestricted model speed (current) or legislated model speed, one pitstop required per race (current) or multiple stops required, three qualification races (current) or two

## Resolution

It is my sincere desire the F2C community discuss all the options in a structured open forum, led by F2 leadership, that results in testing of serious options, and the transparent democratic vote for changes that will shape the future of F2C. To shape the kind of presentation I think is appropriate the following would be the arguments I would advance for consideration.

1. Reduce the number of models per contest and number of qualification races from three to two.  
Cost: reduced for the competitor. No change for model suppliers if participation increases. No cost for organizers.  
Speed: no effect  
Complexity: reduced for organizers
2. Increase the size of the model 1.5x or 2x current size and test to determine which size will produce 22- 24 sec/10 laps with current engines, props, standard fuel (see below), and 5 mm venturi. This is the most direct, simplest, least complex, and most cost effective way to slow down the model speed. 22-24 sec/10 laps is a realistic speed starting point that will surely quickly drop below 20 sec/10 laps as engine cooling and props are optimized.

Cost: slight increase in per-model cost for the competitor mitigated by fewer models allowed per contest and the possibility of competition among the model suppliers to drive down cost. Cost to re-tool molds should quickly be amortized while the entire F2C community buys new models. No cost to organizers.

Speed: models will slow down due to increased total drag and no increase in engine power. Typical speed increase over time will be slight with a starting point defined above.

Complexity: no need to believe increasing the size of the model will increase complexity. Probably no change in model complexity.

3. Adopt a standard fuel formula (10% castor oil, 55% kerosene, 35% ether plus 1.5% igniter) to be supplied by contest organizers and paid for by the entrants.

Cost: lower for competitors due to high-cost ingredients no longer allowed. No cost for organizers as the competitors will buy their fuel requirements at contests.

Speed: will likely contribute to lower model speed initially. Will increase slightly as competitors and suppliers learn how to re-set deck clearance for optimized engine performance.

Complexity: lower complexity as fewer ingredients are required. Standard fuel will also eliminate health concerns noted for some current ingredients (tetraethyl lead).

4. Ban retracting landing gear systems, engine pressurized intake systems, and pre-pressurized re-fuelling canisters. All are complicated and costly systems that are not necessary for good competition. Pressurized engine intake systems do not exist now but would be costly and complicated if the suppliers are allowed to develop them.



Cost: small increase for competitors to replace re-fuelling canisters off-set by the lower cost of fixed gear models (compared to retracting gear models) . Slight cost to suppliers of these systems as they will not be able to sell them any longer.

Speed: fixed gear will very slight contribute to lower speed. Revised re-fuelling system will not affect model speed but will likely produce slower race times.

Complexity: much lower complexity for the competitors and suppliers. No impact for organizers.

5. Recommend no other changes to the rules. All current engines and fuel tank/multifunction valves will remain relevant and useful. Many current spare parts (wheels and engine parts) will remain useful.

### Walt Perkins

Stunt Hanger Forum features a special F2C section with Steve Wilk as Moderator, here's the link:  
<http://stunthanger.com/smf/index.php/board,102.0.html>

If you're not already a member you may have to sign up in order to view the postings, it's free. *Ed*



Picture is from Pete Soule's archives.

**ATTENTION WE'VE ADDED A DAY  
Monday thru Saturday**

Hosted by:

**Brodak Mfg. & Dist. Co., Inc.,**

Carmichaels, PA

Phone: 724-966-2726 - Fax: 724-966-5670

e-mail: [flyin@brodak.com](mailto:flyin@brodak.com) web site: [www.brodak.com](http://www.brodak.com)

SATNAV address N39 52.873 W79 57.57

**Open to all AMA Members ♦ AAA Contest 4**

**CONTEST DIRECTORS: WILL DAVIS & MARK WEISS**

Sportsman/Expert Foxberg & Sportsman/Expert Clown - John Saunders

Speed Limit Combat - Phil Cartier

Carrier - John Vlna.....Scale - John G. Brodak

Junk Yard Wars - Ken Armish.....Basic Flight - Watt Moore

Perky Speed Clown Speed & 100 Mile LA-25 Sport Race - Paul Smith

RULES POSTED ON WEB SITE [www.brodak.com](http://www.brodak.com)

POSTED RULES SUPERSEDE THIS FLYER

All ED's will post their schedules at the registration tent

**All entrants must check in at registration to show AMA card**

**For your convenience on Sunday June 14th, 2015 from  
1:00pm to 3:00pm early registration is available**

**FEATURING:**

Old Time Stunt/OTS Phase 2 ♦ Classic Stunt/Nostalgia 30

Profile Precision Aerobatics ♦ Precision Aerobatics

Ladies & Youth Only Basic Flight

Sportsman/Expert Foxberg ♦ Sportsman/Expert Clown

.15 Carrier ♦ Carrier I & II Combined

Profile Carrier ♦ Sportsman Carrier

Fun Scale ♦ Profile Scale ♦ Sport Scale ♦ 1/2A Scale

Perky Speed ♦ Clown Speed ♦ 100 Mile LA-25 Sport Race

Junkyard Wars ♦ Speed Limit Combat

**COMPLIMENTARY BUFFET  
FRIDAY EVENING ♦ AT 6 P.M. AT FLYING SITE**

**Dallas Aero Summer Heat**  
**June 20-21, 2015**  
**Dallas Samuell Park**  
**AMA Sanction - #1273**



**Saturday:**

Class I Mouse  
Dallas Rules:  
Goldberg Racing  
Sport Goodyear  
NCLRA Rules:  
Quickie Rat  
Super Slow Rat

Non-AMA event rules may be found on the NCLRA website and/or the DMAA website:

<http://www.NCLRA.org>  
<http://www.DMAA-1902.org>

Old Time Stunt  
Profile Stunt  
Classic Stunt

**Sunday:**

Precision Aerobatics: B, I, A, E

All events are (JSO) combined.

GSUMP lines, used as specified in the AMA rule book, will be allowed in all Stunt/Aerobatics events. Note: AMA Rules require specific knots. All GSUMP lines will be inspected for compliance.

Pilot's meeting 9:00a.m. each day, events to start immediately following. If weather threatening, may fly Old Time, Profile and Classic rounds alternating to make sure everyone gets at least one flight in each.

Entry fee: \$15 first event, \$5 each additional, \$25 max entry fee.

Food available on field.

Brief memorial for Bob Gieseke – Sunday

Sponsored by **Dallas Model Aircraft Association** – AMA chartered club #1902  
<http://www.DMAA-1902.org>

**CD:**  
**Bill Lee – AMA 20018**  
**[Bill@WRLee.com](mailto:Bill@WRLee.com)**  
**903-852-5599 – 903-288-6029(cell)**

**Additional Contacts:**  
**Dale Gleason – 940-637-2169**  
**[n42222@ntin.net](mailto:n42222@ntin.net)**  
**Bill Bischoff - 972-840-2135**  
**[billbisch@hotmail.com](mailto:billbisch@hotmail.com)**





# 2015 Control Line Combat Team Trials and AMA Nationals

Muncie, Indiana July 11 – 18



NATS Registrations - [www.modelaircraft.org/events/nats/entryforms.aspx](http://www.modelaircraft.org/events/nats/entryforms.aspx)  
TT Registrations – will be mailed to MACA members

**8 days of combat!**  
Come for the TT and stay  
for the NATS

			Thr July 9	Fri July 10	Sat July 11	Sun July 12
				Mandatory Pilots Meeting and Dinner 8PM <sup>1</sup>	F2D Team Trials <sup>2</sup>	F2D Team Trials (cont.)
			Fields open for practice		Triple Elim – Full F2D Rules	
Mon July 13	Tue July 14	Wed July 15	Thr July 16	Fri July 17	Sat July 18	
AMA Nats	AMA Nats	AMA Nats	AMA Nats	AMA Nats	AMA Nats	
F2D <sup>3</sup>	F2D (cont.)	F2D Fast <sup>4</sup>	Speed Limit <sup>5</sup>	1/2A <sup>6</sup>	Fast <sup>7</sup>	
Triple Elim – Full F2D Rules		Double Elim First Round – Guaranteed Two Matches				

<sup>1</sup> Dinner and meeting at AMA HQ

<sup>2</sup> Event run per MACA Team Selection procedures

<sup>3</sup> F2D – current FAI rules

<sup>4</sup> F2D Fast – AMA 328 with 2010 or later F2D equipment

<sup>5</sup> Speed Limit – unofficial event – 75mph speed limit, AMA 329 scoring

<sup>6</sup> 1/2A – AMA 330 on 42' lines

<sup>7</sup> Fast – AMA 328 "big block" fast combat

*Academy of Model Aeronautics*

5181 East Memorial Drive

Muncie, Indiana 47302

[www.modelaircraft.org](http://www.modelaircraft.org)

Volunteers Needed! Contact CD: Dave Edwards [davee19348@gmail.com](mailto:davee19348@gmail.com) 484 899 8017



# EVENTS

## 31<sup>ST</sup> GRAND PRIX OF FRANCE

11-12 JULY 2015

WORLD CUP F2B-F2C  
F2A-F2F-F2G

*LANDRES, enjoy your flight*

## 4<sup>TH</sup> DUTCH GRAND PRIX

09-10 JULY 2015  
WORLD CUP F2A-F2B-F2C  
F2F-F2G

ENTRY FEES FOR EACH COMPETITION  
30€/15€ JUNIOR-SECOND CLASS

COMING  
SOON

on-line registration  
[www.f2cmbl.org](http://www.f2cmbl.org)



**2015 FAI F2 European  
Championships  
for Control Line  
Model Aircraft  
Pazardzhik, Bulgaria  
22 - 29 August  
2015**



[www.f2abcd.com](http://www.f2abcd.com)



Bulgarian Aeromodelling Federation  
188A, Slivnitsa Blvd., ap.12  
1202 Sofia, Bulgaria  
[www.bfavio.com](http://www.bfavio.com)



**2015 FAI F2  
European Championships for Control  
Line Model Aircraft  
22 - 29 August 2015  
Pazardzhik, Bulgaria,**

### **Bulletin 1**

The 2015 FAI F2 European Championships for Control Line Model Aircraft (juniors and seniors) will be organised by the Bulgarian Aeromodelling Federation (BAF) from 22-29 August, in the town of Pazardzhik, Bulgaria.

#### **Competition Rules**

Classes : F2A, F2B, F2C and F2D

European Championships will be run according to:

- FAI Sporting Code Section 4 Aeromodelling, Volume ABR 2015 Edition
- FAI Sporting Code Section 4 Aeromodelling Volume F2 Control Line model aircraft, 2015 Edition
- FAI Code of Ethics
- Anti-doping : As per rule B.3.7 of FAI Sporting Code Section 4 Aeromodelling, Volume ABR 2015 Edition, any competitor who has to take any of the substances on the WADA Prohibited List for a medical condition must have a Therapeutic Use Exemption (TUE) granted by the FAI.

Valid FAI sporting licenses will be mandatory for each competitor, team manager, assistant team manager and mechanics. Only licenses which are registered on the FAI central database are valid.

#### **Official languages**

The official languages - English and Bulgarian.

#### **Visa requirements**

Visitors from most countries do not require a visa to enter Bulgaria. In case of doubt, please enquire in your own country.



# 2015 F2D Barcelona World Cup



06/06/2015 09:00	06/07/2015 17:00	<a href="#">5th open International control Line Portugal F2 World Cup, M...</a>
06/13/2015 09:00	06/14/2015 17:00	<a href="#">23rd Internationaler Sächsischer Schweiz cup, Sebnitz, F2ABC ...</a>
06/19/2015 09:00	06/21/2015 17:00	<a href="#">2015 cup of Belarus White Stork, Minsk, F2D</a>
06/19/2015 09:00	06/21/2015 17:00	<a href="#">2015 Kuyavia World cup Wioclawek, Kruszyn, F2ABC</a>
06/20/2015 09:00	06/21/2015 17:00	<a href="#">2015 Tournoi International Melusin, Rouillé, F2ABG</a>
06/20/2015 09:00	06/21/2015 17:00	<a href="#">2nd Trofeo Franco Ballesio, Ciriè, F2B</a>

06/26/2015 09:00	06/29/2015 17:00	<a href="#">2015 West Siberia Cup, Tyumen, F2D</a>
06/26/2015 09:00	06/28/2015 17:00	<a href="#">23rd World Cup Wierzawice - Memorial of Eugeniusz Kujan, Wie ...</a>
06/27/2015 09:00	06/28/2015 17:00	<a href="#">34th Barcelona Trofeu La Mercé F2D World Cup, Barcelona, F2D ...</a>
07/09/2015 09:00	07/10/2015 17:00	<a href="#">2015 Dutch Grand Prix, Landres, F2A,B,C,F,G</a>
07/09/2015 09:00	07/10/2015 17:00	<a href="#">2015 Black Cat Cup, Riga, F2D</a>
07/11/2015 09:00	07/12/2015 17:00	<a href="#">31ème Grand Prix de France, Landres, F2A,B,C,F,G, F4B</a>
07/11/2015 09:00	07/12/2015 17:00	<a href="#">2015 Vangazi Cup, Vangazi, F2D</a>
07/18/2015 09:00	07/19/2015 17:00	<a href="#">2015 In Memory of Jozef Gabris, Zarnovica, F2B</a>
07/25/2015 09:00	07/26/2015 17:00	<a href="#">2015 Speedracer cup, Vilnius, F2AC</a>
08/02/2015 09:00	08/03/2015 17:00	<a href="#">2015 Dutch Combat International, Escharen, F2D</a>
08/08/2015 09:00	08/09/2015 17:00	<a href="#">10th Int. Tiroler Fesselfliegen, Radfeld, F2B</a>
08/20/2015 09:00	08/22/2015 17:00	<a href="#">2015 Assen Jordanoff Cup, Pazardzik, F2ABCD</a>
08/23/2015 09:00	08/30/2015 17:00	<a href="#">2015 FAI European Championships for Control Line Model Aircr ...</a>
09/03/2015 09:00	09/07/2015 17:00	<a href="#">2015 MAI Cup Memory P.Grushin, Khimki, F2D</a>
09/12/2015 09:00	09/13/2015 17:00	<a href="#">52nd Coppa D'Oro, Lugo, F2ABCD</a>
09/19/2015 09:00	09/20/2015 17:00	<a href="#">2015 Carpathia cup, Bekescsaba, F2CF</a>
09/26/2015 09:00	09/27/2015 17:00	<a href="#">2015 Open F2 Control Line Swiss Nationals, Schwalbennest bei ...</a>
10/02/2015 09:00	10/05/2015 17:00	<a href="#">2015 Carpathian Cup - Golden Autumn, Mizhhirya, F2D</a>
10/03/2015 09:00	10/04/2015 17:00	<a href="#">24th Open International of Valladolid, Valladolid, F2ABCD</a>

Calendar copied from the French CMBL site <http://www.f2cdbl.org/>

AIR SPORT / ACTIVITY	DISCIPLINE	CLASS
<b>AEROBATICS</b>	Glider Aerobatics	
	Powered Aerobatics	
<b>AEROMODELLING</b>	F2 - Control Line Model Aircraft	F2D - Combat Model Aircraft
	F3 - Radio Control Model Helicopters	F3N – RC Helicopters Freestyle
	F3 - Radio Control Aerobatics	F3P - Indoor R/C Aerobatic Powered Model Aircraft
	F3 - Radio Control Pylon Racing Model Aircraft	F3T – Semi-Scale Pylon Racing Model Aircraft With Control Technology
<b>AMATEUR-BUILT &amp; EXPERIMENTAL AIRCRAFT</b>	Aircraft Building	
	Aircraft Flying	
<b>BALLOONING</b>	Hot Air Airships	
	Hot Air Balloons	
<b>GENERAL AVIATION</b>	Air Navigation Race	Accuracy Landing
		Air Navigation Race
<b>GLIDING</b>	Gliding Efficiency Challenge	
<b>MICROLIGHTS &amp; PARAMOTORS</b>	Weight-Shift Controlled	
	Gyrocopters	
	Paramotors	
<b>PARACHUTING</b>	Accuracy Landing	Male Team Accuracy
		Female Team Accuracy
		Junior Male Accuracy
		Junior Female Accuracy
	Artistic Events	Freeflying
		Freestyle Skydiving
	Canopy Formation	2-Way Sequential
		4-Way Rotation
	Canopy Piloting	Accuracy
		Speed
		Distance
Freestyle		
Formation Skydiving	4-Way Open	
	4-Way Female	
	8-Way	
Indoor Skydiving		
Speed Skydiving		
<b>PARAGLIDING</b>	Accuracy	
	Aerobatics	Solo Synchro
<b>ROTORCRAFT</b>	Helicopters	Parallel Slalom
		Parallel Fender Rigging

Manny Gomez needs to clear out all the modeling items stored in his warehouse in Las Vegas. His hope is that the items will go to people who will use them rather than re-sell on eBay to make a quick profit. Most of his models are freeflight but there are also some control line racing models, he mentioned Goodyear racers. He sent a list of engines available which I've retyped below. Some of the engines are currently used in various events and a few occasionally appear on eBay.

Here's Manny's e-mail address: [mgg@gomezgroup.com](mailto:mgg@gomezgroup.com)

<u>Manufacturer</u>	<u>Year</u>	<u>Displacement</u>	<u>Use</u>	<u>Throttle</u>	<u>Condition</u>
Cox (USA)	1976	.15	CL/FF	NO	New with box
Moki (Hungary)		.15	CL/FF	NO	Like New
K&B Greenhead	60's	.35	CL/FF	NO	Very good
K&B Torpedo 8011	70's	.40	RC	YES	Very good
HB (Germany)	80's	.20	RC	YES	Very good
K&B 8450 (USA)		3.5cc	CL/FF	NO	Very good
Fox 36X BB (USA)	60's	.36	CL/FF	NO	Fair/good
Modela (Czech) diesel		.12	CL/FF	NO	Very good/excellent
Fox 15 (USA)	60's	.15	CL/FF	NO	Fair/good
Magnum GP ABC	80's	.40	CL/FF	NO	Excellent
Magnum GP ABC	80's	.40	CL/FF	NO	Excellent
Chinese made diesel	90's	2.47cc	CL/FF	NO	Excellent
Chinese made diesel	90's	2.47cc	CL/FF	NO	Excellent
OS Max (Japan)	70's	.40	RC	YES	Very good
OS Max FP-S	90's	.15	Goodyear	NO	Excellent/like new
Super Tigre G-20	80's	.20	CL/FF	NO	Excellent/like new
Super Tigre BB-G-21	80's	.35	CL/FF	NO	Good/very good







Sport-E (Sporty, get it?) designed and built by Keith Renecke in South Africa. Theuns Hattingh will be using the model as he moves up through the aerobatics skill classes. Theuns owns a 3,000 acre farm in Ventersdorp, SA with a flying circle in his front yard. Spotlights for night flying. He just bought a million dollar tractor that your Editor will get to drive on his next visit. Whee!



Scale models are rather large in Oregon.



Digby Perriam's Pink Lady uses either a K&B 29 or 40RR for power. The Dizzy boy uses a McCoy 49 with a bladder. Once back from vacation in the South of France he promises to keep Competition Newsletter readers informed about Vintage Speed in the UK.



**Goodbye, my ARM is getting tired from all this typing.**



